

MASTER TILERS SUGGEST LICENSE

Want City Council to Appoint Examiners Similar to Plumbers' Board.

A well attended meeting of the Toronto Master Tilers' Association was held in Alhambra Hall, Spadina avenue, recently, when many new members were enrolled and the official cards of membership issued. Secretary George Tucker reported that with the exception of five firms, all master tilers in the city have joined the association.

William Tyler, president, pointed out that the association was not a combine, but was organized to protect a combine—a jobbers' combine of drains and tiles supplies.

Mr. Tyler instanced the peculiar discrepancy in prices of tiles in Montreal and Toronto. The May contract price in Montreal was 20 cents a length for four-inch tile, and in Toronto 45 cents, a difference of 25 cents a length.

The English tile, the chairman believed, was much cheaper even than Montreal, and quotations were expected shortly from English firms. An explanation of the difference in prices will be demanded by the association.

That master tilers should be licensed similar to plumbers was a subject of much discussion. It was pointed out that in the public interest and from a health standpoint the city authorities should see that only reliable workmen are employed. It was decided to ask the city council to appoint a board of examiners similar to the examining board for plumbers, and that all tile and drain men should qualify and pass an examination before being licensed.

TORONTO CLUBS WITHOUT WAITERS

About two hundred waiters and cooks in the employ of the large clubs in Toronto went out on strike yesterday morning. The strike did not extend to the large hotels, because all the matters at issue between the waiters and cooks in the clubs and these establishments have been satisfactorily settled. Conditions at the clubs, so far as working hours and meals are concerned, are said to be well high in the scale, according to the business manager, Richard Russell.

NO CARS, NO MEETING

The letter carriers will not hold their special meeting at S.O.E. Hall if the street railways decide to strike today. This information was received last night from H. V. Browning, president of the association.

LOU BRAITHWAITE WILL REPLACE FRED BANCROFT

Lou Braithwaite has been selected as representative of the men on the board of conciliation dealing with the demands of the Toronto Hydro-Electric System in place of Fred Bancroft, whose duties in Winnipeg and elsewhere have prevented him from carrying out his duties on the board. The Toronto Hydro board expected to meet today, the where has not been ascertained. F. R. Ewart is the representative for the Hydro system. The chairman has been selected by the minister of labor.

ONLY STRAW VOTE

James E. Miller, business manager for the union of freight clerks and freight handlers, stated to The World yesterday afternoon that the vote at the regular meeting, which was taken at the G.T.R. system in Canada, was purely a straw vote, and that such would not express the real opinion of the rank and file of the system, which had many branches besides that in Toronto. In due course, if occasion demanded, a real vote would be taken, said Mr. Miller, of all the branches of the union in the eastern Canadian division.

JITNEY REGULATIONS

Chief of Police Grasset yesterday issued an order to the department, instructing that all speeding motorists operating their cars as "jitneys" in the event of a street car strike. In addition to having the license posted on the windshield of the cars, drivers are warned to have a sign stating the fare as five cents a mile. In order that licenses secured by motorists as conveniently as possible, officers have been opened in the following stations: Court street, West Dundas, East Dundas, Claremont street and Cowan avenue.

ARRESTED UNDER O.T.A.

John Ponzi, 119 Centre avenue, was arrested last night by Policeman Tait, charged with selling beer. Harry Ponzi, of beer was seized. Harry Ponzi, of beer was seized. Harry Ponzi, of beer was seized.

A LOVELY REGION

One hundred and forty-five miles north of Toronto lies the "Lake of the Hills" region, one of the most attractive of the summer playgrounds in the "Highlands of Ontario." It is 1,000 feet above sea level, is immune from fog, has good bathing and fishing, golf, and is supplied with some of the best summer hotels in Canada, among which is "Bigwin Inn," for accommodation 500 guests. For descriptive literature with list of hotels, rates, maps, etc., apply to any agent of Grand Trunk or write to C. E. Hornby, D.P.A., Toronto, Ont.

BIG MONTREAL JEW ROBBERY

Montreal, June 17.—Burglars last night blew out the doors of two large stores in the premises of Mr. M. Leask, a manufacturing jeweler, at 7 Bleury street, in the heart of the city, and stole diamonds, platinum and gold jewelry valued at \$50,000.

ELECTRICAL CONVENTION

Montreal, June 17.—The Canadian Electrical Association, now in convention here, held two well-attended sessions today.

EXPERTS APPROVE HYDRO RADIALS

(Continued From Page 1).

Summary of Murray Report. Briefly summarizing the general report which follows:

(1) I consider the construction and operating estimates made by your engineering staff conservative.

(2) I find the lines admirably located with reference to the passenger and goods traffic they are designed to reach, the density of which is not a combine, but is organized to protect a combine—a jobbers' combine of drains and tiles supplies.

(3) I do not consider the act of your construction as one against which a charge of duplication can be made.

(4) I am in full accord with the conclusion of the commission that it is inadvisable to proceed at this time with the full construction of these radials on account of the greatly inflated costs applying both to line and equipment.

(5) I consider it most important, however, that the commission proceed with the development of its full plan of construction, in order that it may be in a position to acquire such existing radials and property as may be economically purchased, and which will later form parts of the completed systems.

The Steam Lines and the Radials. As I view the districts of the Toronto, Hamilton and Niagara Falls radial proposals to serve, I find located there in a steam trunk line railroad, consisting of two tracks, connecting these three cities, and averaging a distance of three-quarters of a mile from the lake shore front; and in the section near Toronto a slow speed suburban line between Port Credit and Sunnyside, accepting the curves and grades of the streets and highways and connecting at Sunnyside to the Toronto street railway system. Each of these lines are of different gauge, necessitating a transfer of passengers at their junction point.

Not an unlike condition except that gauge is the same, exists on either side of Hamilton; radial lines adjacent to the lake front, twenty miles in length, entering that city from both sides. In the district of the Niagara front, however, the rail and road construction for the most part is of a higher order than the radials entering Toronto and Hamilton, but all three of these districts by reconstruction, a considerable part of the rail and road may be made to lend themselves to a line upon which high speed interurban traffic may be operated.

Looking at the map of the city of Toronto, it is apparent that as time has passed a procedure in rail transportation has been going on which, if continued, will bring about an impossibility of co-ordination as between the urban and suburban districts.

Toronto Street Railway System and its Relation to Radials. It is universally recognized in connection with the operation of interurban roads that the highest order of transportation efficiency is effected when such a road can maintain an undiminished schedule of speed for its entire length within city limits.

Thru the co-operation of the harbor commission such a procedure is made possible in the case of Toronto, Toronto and slow speed operation upon the tracks in the city streets may be eliminated, and I find this condition not only applies to the proposed Toronto, Hamilton and Niagara Falls radial, but to that of the Toronto and Eastern line to Bowmanville, entering the city from its east side. Similarly, from the north in connection with the Metropolitan division of the Toronto York radial and those of the Toronto suburban, if the future warrants their development, a first-class high speed interurban lines, their entering routes may be so arranged as to permit the maintenance of undiminished schedule speed to the proposed Yonge street terminal, with city stops so arranged as to allow transfer of passengers to the uptown city rails.

In the above arrangement is recognized the valuable separation of interurban from urban operation. This will fall directly in line and be in conformity with the act reorganizing the City of Toronto to take over the operation of its city lines in December, 1921. In short, the principle that should govern all cases of radial lines bring their cars to the proposed city terminal at the foot of Yonge street at undiminished schedule speed.

I have dwelt upon the foregoing matter to indicate the importance of classifying and keeping separate the two forms of transportation, interurban and interurban, and this in the highest order that it can be effected applies to Hamilton as well as to Toronto. Not only is the act accordingly, but it is to be lower in degree the natural advantage offered and the improved service thus made possible to the people. Much larger construction costs are involved in the creation of these increased facilities, and, indeed, such expenditures can only find justification by such a procedure.

Discussion specifically shows the matter of duplication in the case of the proposed Toronto-Hamilton and Niagara Falls radial. Can it be said that the Grand Trunk Railroad and the existing radials provide a service, the nature of which is adequate to the territory involved?

Suburban Traffic Situation. It is of interest to look at the population and the nature of the business established within this territory. There is an intermediate population between Toronto and Hamilton of 25,000 people. During the last ten years throughout the district immediately west of Toronto there has been a very heavy industrial and residential expansion, and excepting for a few local trains operating from Niagara Falls to Toronto, practically no suburban service on the steam line is offered, such as exists, occurring upon the Mimico Division of the Toronto and York radial, this road, as pointed out previously, being rural character, its rails having highway location and to these adverse conditions is added the awkwardness incident to a transfer of passengers at Sunnyside to the city lines. This in my opinion greatly militates against the convenience of the district and unquestionably thwarts its development.

It would seem, therefore, that the public will demand that a service be requisite to their needs and their natural expansion be given.

In rendering you an opinion, therefore, as to whether the charge of duplication of transportation facilities can be sustained by the building of the proposed Hydro radials discussed in this report, I view a civic and industrial standpoint, I find both classes strategically located for imminent transportation facilities; with power and thruout the whole lake shore district from Bowmanville to Niagara Falls, the present lines have neither a capacity nor a facility of location to assume the care of the reasonable demands of the people, and I further feel that this point of view is shared by those operating the existing transportation lines. Tensely speaking, therefore, and from a purely transportation standpoint I do not find duplication, but, on the contrary, as brought out by Dr. Reid and Mr. Hanna, if the proposed radials are built a facility will be provided not only to take care of the increasing and expressed public demand, but they will automatically release the steam line from a form of transportation which they have stated they are not equipped to handle, and further, that they will contribute to rather than take traffic away from the present steam lines.

As to Estimated Cost. The proposed radial between Toronto and St. Catharines contemplates the use of single track all the way, with the exception of two double track sections, each six miles in length, in the immediate vicinity of Toronto and Hamilton.

Realizing the important bearing of present-day costs as against those of the past, I have requested the figures on both the line and motive power equipment. In connection with the line, there has been submitted the sectionized estimates under nine divisions between Toronto and St. Catharines. These are as follows:

Miles	Section	Amount
5.16	Toronto to Queen street, Etobicoke	\$1,114,920
0.79	Mimico yard section	\$221,531
0.75	Mimico Port Credit	\$1,221,388
1.06	Port Credit-Burlington	\$627,438
10.70	Oakville-Burlington	\$1,305,640
7.86	Burlington-Hamilton	\$1,305,640
4.33	Hamilton city section	\$1,250,937
1.93	Bartonville section	\$449,150
27.84	Stony Creek-St. Catharines	\$5,067,052
72.86	Contingencies at 15 per cent. (engineering already in)	\$1,057,944
		\$2,355,692

Additional allowances for overhead, at \$1500 per mile..... 105,000
Car barn equipment..... 100,000
Total line costs..... \$17,498,685

I consider these estimates ample under the present conditions to complete the proposed construction.

Regarding the rolling equipment, a very considerable reserve has been made, and notwithstanding that the revised estimates given me were based on the new figures, I have made additions to the unit prices on rail cars, locomotives and sub-stations which would make the total rolling equipment and sub-stations \$4,800,000 instead of \$4,150,000, as shown in the figures heretofore appended.

Commission's Increased Figures. Figures

88 motor cars, at \$45,000.....	\$3,960,000	\$1,240,000
16 trail cars, at \$25,000.....	\$400,000	450,000
5 work cars, at \$40,000.....	\$200,000	200,000
8 locomotives, at \$200,000.....	\$1,600,000	1,600,000
500 freight cars, at \$1,800.....	\$900,000	500,000
5 sub-stations, at \$300,000.....	\$1,500,000	500,000
	\$4,150,000	\$4,800,000

Therefore, the revised, up-to-date estimated total cost of the Toronto and St. Catharines radial would be \$22,298,685, and were its construction undertaken today it is my opinion that such a figure would be a conservative estimate and provide an adequate facility for the contemplated transportation.

My opinion, however, is that the Toronto, Hamilton and Niagara Falls radial, and the Toronto and Eastern line to Bowmanville, entering the city from its east side. Similarly, from the north in connection with the Metropolitan division of the Toronto York radial and those of the Toronto suburban, if the future warrants their development, a first-class high speed interurban lines, their entering routes may be so arranged as to permit the maintenance of undiminished schedule speed to the proposed Yonge street terminal, with city stops so arranged as to allow transfer of passengers to the uptown city rails.

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A second resolution condemned the action of the T.S.R. conciliation board in refusing to accede to the demands of the T.S.R. employees on the grounds that the men have been unjustly dealt with and that the advertised wage schedule is misleading.

A third resolution censured the pension board for its alleged failure to carry out the objects for which it was brought into existence.

It has been to Toronto and have gone over the major portion of the field work and have been as carefully as possible in the time at my disposal, the data prepared by the commission's staff. This I have turned to the Toronto eastern division.

This proposed line will extend easterly from Toronto along the northern shore of Lake Ontario for a distance of approximately forty-three and a half miles, beginning at a distance of fifteen miles east of Toronto, there is a considerable revenue from the line, there should develop within a reasonable time a considerable summer colony at least, with possible amusement resorts. At Niagara there is a rapidly growing automobile assembling plant, together with other industries. With the probable growth in population and the wages paid to the workers, it is likely that there will be a considerable revenue from the line, there should develop within a reasonable time a considerable summer colony at least, with possible amusement resorts.

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VETERANS PROTEST BUILDING MEMORIAL

Project Defeated by York Council—Think Money Could Be Better Used.

The York County Council was visited by a deputation of officials from the G.V.V.A. and G.A.U.V. yesterday afternoon, who protested against the erection of a war memorial at Bond Lake. It had been intended for some time to buy a site of four acres, belonging to the Metropolitan Railway board, on North Yonge street, for \$2,000.

Yesterday afternoon a vote was taken and the project defeated by a large majority, owing to a great extent, it is believed, to the speeches in opposition, by the veterans' representatives. The deputation protested that the money would be put to a better use if memorial halls or hospitals were erected instead.

Charged with stealing letters, David Shaw, 44 Gloucester street, was arrested last night by Detectives Ward and Tuft. J. H. Hart, broker, living at the same address, charges that Shaw had been intercepting his mail when it was delivered to the house. The detectives claim to have found

some of Hart's letters in Shaw's possession when they searched him. Fred Bailey, 1155 Dovercourt road, was arrested last night, charged with theft of a fish from a barrel in the store of Hyman Wine, 33 Walton street.

Molly Vanpasson was run down by a motor car in front of her home, 67 Harbord street, at 5:30 last evening, receiving injuries about the head. She was removed to the Hospital for Sick Children, C. A. Wilcox, 18 Eglinton avenue, driver of the car, reported to the police, but was not detained.

J. Colloff, 24 Varnaue street, was slightly injured when he was struck down by a car on University avenue. The motor car was in charge of F. C. Skelton, 287 Queen street. Colloff's was taken home.

The P. W. Ellis munitions building on St. Clair and Prescott avenues has been leased to an American concern, the Triangle Conduit Company of Brooklyn, N.Y.

The northeast corner of Bloor street and Bessford road has been purchased by J. M. Walkey for about \$200 a foot.

The residence of Z. A. Lash, at 27 Grenville street, has been sold for \$12,000. The property has a frontage of 30 feet.

There's a wealth of health and pleasure—On these boat trips—beyond measure.

COME FOR A BOAT TRIP

Arrange to take whichever one of the trips listed below that best fits into your spare time. Have you bought your book of season boat trip tickets yet?

Niagara Service

(Daylight Saving Time.)
Boats leave Toronto daily for Niagara-on-the-Lake, Queenston, Lewiston at 7:30 a.m., 9:30 a.m., 2:00 p.m., and 5:15 p.m.
On Sundays first boat leaves Toronto at 8:15 instead of 7:30 a.m.
Direct connections for Niagara Falls, Buffalo and all points in the United States.

Hamilton Service

(Daylight Saving Time)
Boats leave Toronto daily, 8:15 a.m., 2:15 p.m., 6:30 p.m. Returning, leave Hamilton 9:00 a.m., 3:00 p.m., 6:30 p.m.
Commencing June 19th, an additional trip will leave Toronto 9:30 a.m. Leave Hamilton 9:45 p.m.
Sunday Service. Boat leaves Toronto 9:30 a.m., 2:15 p.m., 7:15 p.m. Leave Hamilton 10:30 a.m., 3:15 p.m., 7:15 p.m.

Grimsby Service

(Daylight Saving Time)
Commencing June 19th, boats leave Toronto for Grimsby daily at 8 a.m. (Sunday 10:00 a.m.) Wednesday and Saturday extra trip from Toronto at 2:30 p.m.

Toronto-Montreal Service

(Daylight Saving Time)
Boats leave Toronto daily (including Sundays) at 8:30 p.m., for the 1,000 Islands, Montreal, Quebec and the Saguenay River.

CANADA STEAMSHIP LINES, LIMITED

46 Yonge Street, Corner Wellington Telephone Adelaide 420

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