



SPENCE DREW UP WICKETT MOTION

McCarthy Plan Would Have Excluded Radicals, He Asserts.

WICKETT IS SILENT

Attempts to Get an Interpretation Result in Failure at Council.

Ald. Maguire tried to get a ruling when the council went into session yesterday afternoon that Ald. Wickett give an interpretation of his resolution which amended the instructions to the corporation counsel for the drawing up of the agreement of purchase. However, Controller McCarthy went into committee of the whole.

A few minutes before the work in committee of the whole ended Ald. Wickett left the council chamber. Ald. Maguire asked Chairman McBride to have Ald. Wickett brought back, but the chairman declared he was without the necessary authority. Ald. Maguire followed after Ald. Wickett, but returned without finding him. He wanted him to interpret his resolution of amended instructions to the corporation counsel for the drawing up of the agreement of purchase. Ald. Wickett had been called to his office on business.

A few minutes before council adjourned Ald. Maguire stated that he had followed Ald. Wickett out of the council chamber and had asked him if he had written the resolution that amended the instructions. Ald. Wickett refused to answer.

Ald. Maguire then read from The World's report of the council proceedings its interpretation of the Ald. Wickett resolution.

The agreement of purchase must conform to the viewpoint of the board of control. As the majority of the board of control favor exclusion of radicals and the bringing in of radical cars only with civic crews, it is now up to the corporation counsel to keep out of the agreement of purchase any other running rights in the city for the radicals.

"What is the Telegram's interpretation?" Mayor Hocken enquired. "I'm giving you The World's interpretation," Ald. Maguire answered. "The World is certainly more reliable," Mayor Hocken declared.

Spence Drew Up Motion. Controller McCarthy broke in to remark that he had heard for the first time an enquiry as to who drew up the Ald. Wickett resolution. "I can tell you about the drawing," he stated.

"The resolution Controller McCarthy drew up excluded the radicals and made no provision for any form of entrance to the city of radical cars. I thought it was tying the radicals up one way just as much as the other. I said so," Controller McCarthy said. Ald. Wickett while we were together in the mayor's office, I drew up a resolution. Controller McCarthy said he would move his way. Ald. Wickett took my resolution and said he would move it. He amended it a bit.

Ald. Wanless, who seconded the resolution, said, "I thought Ald. Wickett's resolution the best solution of the problem of getting the corporation counsel to work in harmony with the mayor and board of control. A number of deep-thinking citizens have since told me that the resolution could not be improved upon."

"I should have added something," Ald. F. S. Spence said. "Call Mr. Geary," Mr. Geary was leaving the chamber.

"I want to introduce a couple of by-laws," Ald. Dunn clamored. "I want to say something," Controller McCarthy said.

"Are you going to close me off?" Ald. Maguire demanded. "You have taken too much liberty," Mayor Hocken warned Ald. Maguire. "Take your seat," he commanded.

"What is before the chair?" Ald. Hiltz asked. "Nothing," Mayor Hocken replied. "I move we adjourn," someone called out. The motion carried, and the three days' session ended.

FIRE LOSS IS LOWER

THO VALUES INCREASED

Property Burned in Toronto Last Year Well Blanketed With Insurance.

Chief Thompson's report for 1913 states that the total loss by fire in Toronto was \$24,575.90, or \$187,898.89 less than in 1912. The insurance on the properties was \$5,914,500. These statistics were given:

Loss on contents	\$308,817.73
Loss on buildings	615,857.87
Total loss	\$924,675.60
Insurance on buildings	\$2,521,695.00
Insurance on contents	\$3,392,805.00
Total insurance	\$5,914,500.00
Insurance paid on buildings	\$264,768.72
Insurance paid on contents	\$51,129.89
Total insurance paid	\$315,898.61
Loss over insurance paid on buildings and contents	\$55,998.98
Loss on buildings with no insurance	\$5,619.00
Loss on contents with no insurance	\$43,158.00

TEN DAYS' WAIT

FOR SUNDAY CARS

Londoners Will First Ride on Them Last Sunday in Month.

LONDON, Feb. 11.—It was definitely decided that the Sunday street railway service will be inaugurated in this city on Sunday, Feb. 22, at a conference between Mayor C. M. R. Graham and Controller J. P. Moore, representing the city and officials of the company.

The difficulties in the way of seven tickets for a quarter to Springbank Park, to which the company strongly objected, were straightened out.

POSTOFFICE SQUARE SOUGHT BY CITIZENS

Delegation Lays Project Before Board of Control With Plea for Support.

WOULD COST TWO MILLIONS

Mayor Says Plan Would Result in Higher Taxation—Referred to Parks Committee.

Representatives of the board of trade, Manufacturers' Association, and many ratepayers' associations united with the Civic Guild yesterday morning in an appeal to the board of control to establish a postoffice square.

C. H. Mitchell, president of the guild, set forth the proposal. It is that the city buy the property between the present postoffice and Church street, that the new postoffice be built on the corner of Adelaide and Church streets, and that the guild believed the government would willingly build on the corner of Adelaide and Church streets if the city would co-operate to establish a square fronting on Victoria street.

After all the speakers had made their appeal, Mayor Hocken said: "We shall assume that the property you ask the city to buy would cost a million dollars, and if forty-year debentures were to be issued the total expenditure would be two millions. A simple and economical way of financing the proposition would be to put an extra mill on the tax rate for two years. How many here are in favor of the extra mill?"

There was almost a general uplifting of hands. Only two raised their hands in opposition. Then Controller McCarthy started. "Opposed to the whole proposition," he said. "Nothing but extravagance. Twenty squares down the city would be taken out of their way to go over the heads of the board of control and the Toronto members of parliament," were some of his remarks.

Report on Plan. Controller McCarthy told the delegation that their proposition would have to be considered by the parks committee, and a recommendation be sent on from there to the board of control. He suggested that the delegation wait until the board of control meets Tuesday. He said that the board would at once ask Commissioner Chambers to report on the proposition, and he advised that the delegation confer with the commissioner on the preparation of his report. "This is the most speedy action that can be taken," Controller McCarthy said. "We appreciate very much our reception by the board."

The speakers were as follows: C. H. Mitchell, John Firstbrook, C. S. Cobb, Civic Guild; K. J. Dunstan, board of trade; T. J. McEwen, Canadian Manufacturers' Association; John Pearson, Riverdale Business Men's Association; William Croft, Rosedale Business Men's Association; John Macdonald, College Heights Association; M. J. O'Leary, North Toronto Ratepayers' Association; N. M. Brown, Bathurst Hill Ratepayers' Association; W. R. Bullock, East End Ratepayers' Association; Charles Wood, Northwest Ratepayers' Association; F. G. Oliver, Ward Two Business Men's Association; W. E. Orr, the Beaches Association.

A COAL COMBINE.

A combination of a prolonged cold snap, the unemployed and coal prices stirred Controller Simpson to move in the board of control yesterday that Commissioner Chisholm report upon the difference between the prices for coal charged by the operators and by the retailers. This will revise the movement for a municipal coal yard.

PRISON COMMISSION THRU WITH EVIDENCE

Some Weeks Will Elapse Before Report is Ready for Presentation to Government.

KINGSTON, Feb. 11.—Members of the Prison Reform Commission returned this morning from their second tour of inspection of prisons and penitentiaries.

They are now in shape to prepare their report for the government, as no more places will be visited, and there is no more evidence to be secured. It will be some weeks yet before the commission will have its report ready for the government. The commission's tour on this last trip visited St. Vincent de Paul penitentiary, and the following places in the United States: Boston, Farmington, Concord, Auburn, and Elmira.

POULTRYMEN ELECT OFFICERS.

LINDSAY, Feb. 11.—At the annual meeting of the Lindsay Poultry and Pet Stock Association, the following officers were elected: Honorary president, G. A. Jordan; Hon. Sec., Sam Hughes; John Carey, Allan Gilles; president, P. Conqueror; honorary vice-presidents, William Flavell, F. W. Sutcliffe; A. L. Campbell, Judge McMillan; vice-president, William Hussey; treasurer, A. W. Eck; secretary, J. P. Ryley.

BERLIN'S AMBULANCE CORPS.

BERLIN, Ont., Feb. 11.—(Special.) Ald. G. E. Berlin has appointed sergeant-major of the new fire ambulance corps which is in course of formation. The new corps to be formed for the first military division will be composed of members from Galt, Guelph, Preston and Berlin, with headquarters here.

QUAKE CRACKED THE ICE.

BROCKVILLE, Feb. 11.—(Special.) Persons who are engaged in the harvest state that all ice taken from the river today is badly cracked, a phenomenon that could only be caused by the earthquake.

BRITISH INVESTOR IS COMING BACK

More Demand for Toronto Debentures Now, States Controller McCarthy.

SOLD TO AMERICANS

Church Says Rates Were Too High—Industrial Farm for Women.

In the city council yesterday Ald. Maguire pressed for a report upon the sales of debentures during 1913, and Controller Church let the cat out of the bag by declaring that the loans from the United States cost more than those from England. It was evident they were trying to indirectly censure Controller McCarthy. Ald. Dunn warned the council that Ald. Maguire would not have asked for the information if it would not be published in the newspapers.

"The board of control should do the financing," Ald. F. Spence declared, "and I would not be sorry if the treasury board resigned. Yet I'm confident those who are selling the debentures are doing their level best."

Controller McCarthy explained that when there was no market for Toronto securities in England in 1912 it was necessary to find a market in the United States. Since then the English brokers have renewed their demand for Toronto securities. A full report of all the sales of bonds will soon be made.

Controller Simpson read the riot act to the critics and the debate ended. There was lengthy debate over Ald. McBride's proposition to reduce by \$700 the assessment of homes assessed at less than \$3000. There had been an unfavorable vote while in committee of the whole, and the debate was renewed after the committee rose. The vote was taken and the exemption plan again defeated.

To Tax Delinquents. Without discussion the council adopted the recommendation to get legislation to authorize penalties to delinquent taxpayers at one-half of one per cent after legal date for payment.

The bylaw to close streets to expedite construction of the new Union Station was passed.

The recommendation for an additional cold storage plant for the municipal abattoir and for the purchase of a woman's industrial farm were adopted without debate.

RESOLUTION WAS MUCH TOO STRONG

Metropolitan Area Committee Refuses Wide Powers to Proposed Commission.

WIDER CO-OPERATION

Between Municipalities is in Interests of Both Urban and Rural Life.

Development of the metropolitan area proposition is to await development of the policy of the provincial government upon good roads and hydro radial lines. The metropolitan area committee met yesterday and heard the report of the sub-committee on policy. There was so much opposition to the report that it was not adopted.

The report recommended that the scope of the commission having supervision of the metropolitan area would be exclusive power to grant franchises for public utilities serving more than one municipality, and power to provide water supply and for sanitation.

This resolution was adopted: That combined action upon a broad scale is advisable, and it is suggested that the government does not overlook the great possibilities of wider intermunicipal co-operation in the interests of both urban and rural life.

Representation at the meeting included Reeve Syme of York Township; G. S. Henry, M.L.A.; J. J. Gibson of the Civic Guild; J. J. Porter of Toronto West Township; W. A. Clarke of York Township; G. N. Leavens of Bolton; C. H. Falconer of Strathville; C. L. Wallace of Woodbridge; L. J. C. Bull of Brampton; Thomas Griffith of Weston; Wm. Rutledge of Brampton; W. H. Puzsley of Richmond Hill; W. Sparks of Pickering; J. J. Watson of Woodbridge; Ald. Wickett, Ald. Wanless and Ald. F. S. Spence.

WILL ESTABLISH FISH HATCHERY

Bois Blanc Island in Detroit River Selected as Site by Dominion Government.

AMHERSTBURG, Feb. 11.—The Dominion department of fisheries will establish a large fish hatchery on Bois Blanc Island, in the Detroit River, displacing the present small hatchery at Sandwich, which will be rendered inoperative when the Canadian wheat road is built to Europe via Hudson Bay.

TO RECONSTRUCT BREAK-WATER.

KINGSTON, Feb. 11.—(Special.) A bylaw was submitted to the ratepayers for raising \$30,000 for the reconstruction of the King street break-water of concrete, damaged in the recent storm.

PERMITS HELD UP BUT WORK WENT ON

A. R. Denison Tells How Tickets Greased Department Wheels.

TOO MUCH SALISBURY

Architect Blames Inspector for Delays—Loew's Long Hall Not Censured.

Scathing criticism of the city architect's department was again forthcoming at yesterday's session of the investigation held by Judge Judge Denton. A. R. Denison made accusations as follows:

The department held him up for weeks in connection with a permit for W. R. Brock's warehouse erected in 1904. Finally he went on and built the warehouse without a permit.

Again in connection with the Dignan building, across the street, his permit was not forthcoming and he could get no satisfaction, so he proceeded to build. The permit was reached him when the building was finished.

Went Right On. In 1905 he sent for a permit covering the Spadina Gardens time times. This time he was summoned to the police court and then to the higher courts until Chief Justice Macdougall had been perfectly justified in his action.

Similar delays were experienced in connection with a building for the Bank of Hamilton at College and Ossington avenue, Andrews' warehouse on Victoria street, and with the National Drug Company's building. In 1910 the plans of the Kent building were delayed seven weeks. The Ferry Company pavilion at the Island was held up for ten weeks, and finally the theatre workers had been handed out.

Too Much Salisbury. Mr. Denison was of the opinion that "too much Salisbury" was the cause of a great deal of the delay.

At the morning session a difficulty in connection with the long hall in Loew's Theatre was taken up. This particular hall is 158 feet in length, whereas the bylaw only allows a length of 130 feet. City Architect Price submitted letters from the fire and the superintendent of buildings and the chief of police, stating that in view of the fact that the legal number of exits and entrances had been provided independent of the hall, the long fireproof corridor was an advantage and it was approved.

Paid for Plans. J. H. Keene, 174 Spadina avenue, swore to having paid Inspector Salisbury \$3406 for drawing plans of a new factory. He understood the work was done in Salisbury's spare time. When the extra money had to be added to it took Salisbury, then out of the department, from December to June to get the necessary permit.

H. G. Gregg, architect, the last witness to be called, suggested that the inspection work of the department should be divided under three heads: one for the supervision of buildings and alterations and small buildings below a certain amount.

ABODE OF "JINX" IS PORT NELSON

Railways Minister Admits Chapter of Misfortunes—Preferable to Churchill.

(Continued From Page 1).

Supplies had not been delivered as contracted for and owing to an accident which befell the mail steamer Beothic off Newfoundland, the material for the wireless station at Port Nelson had not been delivered.

He was glad to announce to the house, however, that wireless communication with Port Nelson would soon be established. A large number of men, he said, were being sent overland to Port Nelson, so that at the opening of spring a great deal of work would get under way.

Nelson the Choice. As to the choice between Nelson and Churchill as the terminal port, Mr. Cochrane, he said, Churchill had a good harbor but a small one. To reach there would involve building 80 miles more of railway than was necessary to connect the Le Pas with Nelson.

There were difficulties in making a harbor at Nelson, but they were not insuperable. The Nelson River was no less navigable than the Mississippi, the Delaware or the Mersey.

Hon. Frank Oliver, Mr. Atkins (Brandon) and Mr. Knowles (Montreal) continued the debate. Mr. Knowles charged that Nelson had been chosen as a terminal in order to benefit "club friends and real estate dealers in Winnipeg."

No Private Grant.

The charge was proved groundless because all the territory in and about Nelson is reserved by the government.

Mr. Sharpe (Lisgar) and Mr. MacKay (Prince Albert) spoke briefly in support of the government.

Hon. George P. Graham said that personally he believed Nelson was the proper terminus. He was of the opinion, however, that the construction of the railway was the smallest part of the job before them. They had to create a harbor, build docks and establish a steamship line.

He doubted if the steamship lines would carry traffic to or from Hudson Bay unless the Canadian government intervened.

He proclaimed himself a believer in the Hudson Bay route and hazarded the guess that ultimately 75 per cent of the Canadian wheat would find its way to Europe via Hudson Bay.

TO RECONSTRUCT BREAK-WATER.

KINGSTON, Feb. 11.—(Special.) A bylaw was submitted to the ratepayers for raising \$30,000 for the reconstruction of the King street break-water of concrete, damaged in the recent storm.

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HYDRO TO SERVE EUGENIA DISTRICT

Rates in New Zone Will Be Reasonable, Says Adam Beck.

IN SOUTHERN ONTARIO

Commission Announces Progress on Many Lines—To Tap the Magnetawan.

(Continued From Page 1).

free. In case of development there, the Town of Magnetawan would be headquarters.

In the meantime work will be rushed upon the Hamilton and Dundas and Hamilton-St. Thomas connections. Chief Engineer Gaby was authorized to secure as soon as possible the remaining right of way to carry the high voltage of the Niagara district. The majority of the contracts for the line have already been awarded.

London and St. Thomas. Mr. Beck referred to the additional circuit between London and St. Thomas as a notable feature of the year's work. It will have the last touches added within a few months. The three lines in operation will carry increased loads, and mean increased safety in transmission. The 46,000-volt line to Dundas from Hamilton, because of heavy construction and a safeguarding appliances, will cost \$700,000.

The Welland line, which was announced to be in readiness for operation on May 1, will cost approximately \$400,000. The work in this quarter has been advancing very satisfactorily.

A New Centre.

One of the items approved was the authorization of Wilketville to become a distributing centre on a small scale. The needs of Ford City, a small municipality, will be supplied.

It is estimated that during the year the Niagara lines will carry more than \$8,000,000 horsepower.

TRENT CANAL HAS HEAVY BUSINESS

One-Sixth of Million Passengers Passed Thru, According to Lockmaster.

PETERBORO, Feb. 11.—The lockmasters of the Trent Canal report that business done last year was far in excess of the year previous. The number of logs passing thru the locks decreased, but this is accounted for in the gradual slowing down of lumbering operations. More grain and other freight is being handled. During the past year there were 18,637 lockages and 166,696 passengers reported.

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