

# Salesman Wanted

Young man, about 25, to sell small houses.  
H. H. WILLIAMS & CO.  
39 King Street East.

PROBS: Fair and cold.

## GROWTH OF CITY SHOWN IN FIGURES

Toronto's Population is 443,751 and Total Assessment Amounts to \$390,599,148, With More Than 9000 New Buildings Erected Last Year, Valued at \$24,000,000.

Population of Toronto.....	443,751
Bank clearings.....	\$1,552,207,005
Postoffice earnings.....	\$1,963,065.28
P. O. earnings, Montreal.....	\$1,152,127.27
Toronto real estate transfers, 1912.....	16,067
Building permits.....	7,298
Value of buildings erected.....	\$24,000,000
New buildings erected.....	9,980
Total assessment of city.....	\$390,599,148

These figures have been compiled by Night Directories, Limited, whose thirty-seventh annual edition of the Toronto City Directory is just off the press. In every one of the lines above indicated the city shows a gain over the preceding year. In not one single instance has the city fallen behind, but on the contrary the accurate and comprehensive statistics compiled for the past six years show that the record during this period has been one of steady and consistent gain.

Especially satisfactory is a comparison of the postoffice earnings of Montreal and Toronto, which shows that the latter continues ahead of the eastern metropolis. Montreal's postoffice earnings for 1911 were \$1,152,127.27, while those of Toronto were \$1,963,065.28, which shows that the Queen City has a lead on the former of \$810,938.01.

In regard to the population figures above, which are in excess of the federal census, the company says "it should be remembered that our method of enumeration is more thorough than theirs and should, therefore, be more accurate."

Following is a table showing the gains Toronto has made in 1911 over 1910:

Bank clearings, 1910.....	\$1,552,207,005
Bank clearings, 1911.....	\$1,552,207,005
P. O. earnings, 1910.....	1,709,493.34
P. O. earnings, 1911.....	1,963,065.28
Real estate transfers, 1910.....	14,546
Real estate transfers, 1911.....	16,067
Toronto's assessment, 1910.....	\$340,206,510.00
1911.....	\$390,599,148.00

The new buildings erected during 1912 were 9,980, against 8,989 in 1911, while the number of permits granted for these two years were 7,298 and 7,298 respectively. Their value was \$21,137,753 for 1910, and \$24,374,539 for 1911.

The following figures show the vital statistics:

Year	Births	Marriages	Deaths
1910.....	9,011	4,298	5,495
1911.....	10,060	5,312	6,328

**LIBERALS HOLD E. EDINBURGH.**  
LONDON, Feb. 2.—(C. A. P.)—The polling yesterday in East Edinburgh by-election, caused by the death of Sir James Gibson, resulted as follows: J. M. Hodge (Liberal), 5064; Gordon Jamieson (Unionist), 4139.

## LARGEST CONCERT ORGAN ON AMERICAN CONTINENT

Splendid Instrument to Be Installed in University Convocation Hall in a Few Weeks Has 73 Stops and Has Been Modeled Upon the Best Examples of English Instruments.

The largest concert organ on the American continent is being shipped from Quebec to Toronto, to be installed in Convocation Hall at the university. Within a few weeks the splendid instrument will be fitted up complete in its new home. Lest any rain should leak thru the roof of the building and cause damage to the organ, a special metallic roof has been built at a slant over the niche behind the platform where the instrument is to be located.

While there are two bigger organs in Toronto at present—one in the Metropolitan Church, and the other in new St. Paul's, it must be remembered that these are church organs as distinguished from the convocation hall instrument, which is a concert organ. A similar one, but on a much smaller scale, is to be seen at present in the Conservatory of Music.

It is interesting to compare this organ as to size with some cathedral organs in Great Britain, where the standard of organ building is very high and organs are of less than 70 speaking stops. Peterboro has 68, Chester (built in 1910) 65, Lichfield 65, Nor-

## Cockburn's Funeral

The funeral of the late George R. R. Cockburn will take place on Monday afternoon at 2.30. The service will be held in St. James' Cathedral, at which Canon Plumptre, rector of St. James, and Rev. T. C. Street Maclemb, provost of Trinity College, will officiate. Interment will take place in the family plot in St. James' Cemetery.

## Steamers Collide In Snowstorm

NEW YORK, Feb. 2.—(Can. Press.)—Wireless despatches tonight say that the Hamburg-American Line steamer, Allegheny, bound for southern ports, sunk in a collision with the British steamer Pomaraon off the coast of Virginia. The Pomaraon, with the passengers and crew of the Allegheny on board and conveyed by the revenue cutter Onondaga, is making slowly for port, the message said.

The advices say that the collision occurred in a driving snowstorm.

## PARIS PASTOR FOR TORONTO

Rev. A. L. Brown Will Be Associate Minister at Walmer Road Baptist Church, and Will Devote Himself to Organization Work for a Year.

The Rev. A. L. Brown, B.A., B.Ph., pastor of the Baptist Church at Paris, Ont., has been extended a call to become associate pastor of Walmer-road Baptist Church, Toronto, to co-operate with the Rev. John MacNeill, the pastor, at a salary of \$2000 a year. There is reason to believe that Mr. Brown will accept the call. The understanding is that Mr. Brown, for a year at least, will devote himself to organization work in connection with Memorial Baptist Church, which has been taken over by the Walmer-road Church.

Mr. Brown is a graduate of McMaster in both arts and theology and took very high marks. He possesses strong platform powers and organizing ability and is one of the most promising young men in the Baptist ministry in Ontario.

## REV. S. S. BURNS FOR BROCKVILLE.

BROCKVILLE, Feb. 2.—(Special.)—Rev. S. S. Burns, at present a resident of Toronto, has received a call to St. John's Presbyterian Church of this town. His last charge was at Lakefield, Ont., where he resigned to take a post graduate course at Princeton University.

Mr. Burns is a graduate of Queen's.

## CANADA TO LOSE TEN MILLIONS THRU 'JOKER'

Late Government's Agreement With Grand Trunk Pacific to Be Responsible for Difference Between Par Value of Bonds and Selling Price Has Already Cost \$4,900,000.

OTTAWA, Feb. 2.—(Special.)—Hon. W. T. White this afternoon gave parliament a glimpse into the startling amount for which the "joker" inserted by Sir Wilfrid Laurier into the original contract with the Grand Trunk Pacific for the construction of the National Transcontinental, makes the government responsible under the recent decision of the privy council, in which the contention of the company that the government was liable under its guarantee, to make good the difference between the par value of its bond issues and the sums brought by them in the London market, was upheld. This he estimated, will amount to \$10,900,000.

In 1905, he said the G. T. P. sold 13,200,000 of 5 per cent. bonds at 95, realizing \$12,540,000. In 1906, 22,000,000 bought at 80, \$7,720,000, and in 1910, a further issue of \$2,000,000 at 80 brought \$7,350,000. Taking the difference between the par value and the amounts realized, gave approximately \$4,900,000 for which the government was responsible, under the privy council judgment, and to provide for which he introduced a supply bill.

But this was not all. The company had \$5,515,000 of 3 per cent. bonds, which they were still able to raise under their charter. Supposing these to be sold at the same rate as those already issued, they would leave a liability to be assumed by the government of \$5,133,617.

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## Syndicate Booked Orders For Fires

Patrons Just Handed Over \$250 and Results Were Strictly Guaranteed.

NEW YORK, Feb. 2.—(Can. Press.)—A syndicate which will guarantee the destruction of property by fire at the rate of \$250 a fire, for the benefit of those desirous of collecting insurance, was declared to exist in New York City today by Judge Swann of the court of general sessions. In remanding for sentence Antonio Bertalino, a grocer, convicted of setting fire to his own store, Judge Swann said that it was his opinion that the majority of the 17,000 fires in New York last year were of incendiary origin.

"We know, also we cannot put it in evidence," he continued, "that any man who wants a fire in the City of New York, for a small consideration, can have his house fired or his place fired in the most approved style known to these particular members of the syndicate."

Fire bladders filled with kerosene and ether were found in Bertalino's place, where it was alleged that goods valued at \$500 were insured for \$5000.

## The Sunday World.

Hockey enthusiasts and theatre patrons should be on the lookout for the Special 10.30 Hockey Edition of The Sunday World, which will be on sale on the principal thoroughfares and outside of all the theatres to-night. In this edition will be found the results as well as general descriptions of all O. H. A. and other important hockey matches.

This week's Illustrated Section of The Sunday World is just as interesting as ever. The front page is given up to some original pictures of winter sports and pastimes, a group photo of the Scotch curlers and an excellent picture of a Government House horseman.

Hamilton readers will be interested in the snapshots of the public men of Hamilton, which also appear this week, and make a sample of photographic art, every page of which will appear from time to time.

The picture of the recent Railway Conductors' Ball at the Temple Building is a wonderful example of photographic art, every person in the large auditorium being easily identifiable.

## REBELLION



AM BILL'S QUEUE AND THRONE IN DANGER

## BETTER STREET CAR SERVICE ASSURED FOR NEAR FUTURE

Number of Passengers Will be Limited to Seating Capacity With Half as Many Allowed to Stand.

Manufacturers Complain of Employees Being Late for Work Owing to Poor Service in All Parts of the City.

Better street car service in the near future is now assured. At the close of yesterday afternoon's session Vice-Chairman Ingram of the Ontario Railway Board suggested that the number of passengers allowed on street cars be limited to seating capacity and half that number standing. This was not an order, but merely a suggestion and will in all probability become law, or at least such an agreement will most likely be brought about between now and Tuesday, the 20th inst., to which date the board has adjourned the hearing in order that City Solicitor Drayton may engage an expert to examine the evidence submitted and study the system in general, after which Mr. Drayton and his expert will confer with the street railway company with the hope of making the necessary changes to be suggested by the city's representatives.

On the 20th the case will be resumed at 2.30 in the city hall, when further evidence will be submitted if an agreement satisfactory to the city has not been arrived at. Should the expert's suggestions meet with the approval of the street car company the work of the board will be greatly diminished and positively this arrangement will be better than any which might be compelled by an order of the board.

When Commissioner Ingram made

## TIED IN A KNOT

Hundreds of people who live in the "Roncesvalles" district were kept late for the theatre and downtown engagements last night by reason of the excruciating street car service between 7.30 and 8 o'clock. On Roncesvalles-ave. people were waiting at every corner for a Queen car, and it was at least 15 minutes before the first ran down from Dundas-street, while seven or eight went north. Sooner than wait for the cars, hundreds walked from Howard Park-avenue to King-street, and then had to wait. When the first Queen car arrived at the corner of Queen and Roncesvalles, it was so full of passengers that it was almost impossible to get aboard, let alone find a seat. All the way down Queen-street crowds were waiting, and many complaints were made that the people had been standing on the corners from ten to twenty-five minutes.

The suggestion of limiting the number of passengers Mr. Osler seemed to want a minute or two to think over the matter, and said that it would just lengthen the busy time.

"You have taken me up wrong, Mr. Osler," said Commissioner Ingram. "All I mean is to limit the number during the rush hours."

"Engineer Rust made that very suggestion long ago," said Mr. Osler, "and the company agreed to it, and asked the city council to say how many should be allowed to ride, but the council refused to pass such a bylaw. You see the trouble would be that on wet and cold days the people would complain bitterly about being left on the street when there was room in the car. I am afraid that there would be a great deal of trouble in that respect."

"It would not be a cure for all evils."

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## TORONTO GETS POWER TO LAY NEW CAR LINES

Order in Council Is Issued Bringing Into Force the Act Passed Last Session Giving the City Permission to Build Lines on Streets Where Railway Refuses to Place Rails.

Commencing to-day, Toronto has the authority to build tracks and operate municipally-owned street cars on any street in the city where the Toronto Railway Company refuses to put down tracks. The sanction of the Ontario Railway Board is now all that the city requires to commence the construction of a municipal railway.

This, of course, refers to the old city limits, within which the Toronto Railway Company's charter is applicable.

On March 15, 1910, an amendment to the Ontario Railway Act of 1906 was passed by the legislature, giving a municipal corporation the authority to construct or operate its own railway on any street in the city, by reason of the failure of the railway company possessing the franchise to construct and operate a railway on the streets in question.

The amendment, which is officially known as "The Ontario Railway Amendment Act, 1910," comes into force on a day proclaimed by the lieutenant-governor.

This proclamation is announced in The Ontario Gazette to take effect to-day.

## BOUNTIES ON PIG IRON NOW TARIFF PROTECTION LATER

OTTAWA, Feb. 2.—(Special.)—The government has decided in favor of granting substantial bounties for the encouragement of iron making in Canada, it can be stated tonight authoritatively. The great smelting industries at Sydney and the Soo were established largely by means of bonus aids. The last of these expired in June. These were the bounties on steel rods. There had previously

been bounties on billets and other forms of iron and steel, which had expired, and which finance minister Fielding failed to renew.

From \$1 to \$1.50 a Ton.

The government has decided that the state of the industries and the prosperity of the country warrant a resumption of the bounty aid. Therefore, it has been practically decided to give a bounty of a dollar a ton on pig produced from foreign ore, and a dollar and a half a ton on pig produced from domestic ore.

Tariff Protection Later.

These bounties will likely run until the tariff commissioner is appointed and has looked into the question of aid for steel works. It is likely that the bounties will be dropped and the steel industries aided by means of tariff protection for which they have always expressed a preference.

## WANT \$200,000 TO CELEBRATE PEACE.

OTTAWA, Feb. 2.—(Special.)—A request to the government by the 1812-1814 Association, with headquarters in Toronto, for a federal grant towards the fund now being raised to erect a centennial memorial to the Canadian victories of the war of 1812-1814, will be made on Monday. The request will be supported by a strong deputation from Toronto.

The association plans to raise a fund of \$200,000, to be expended on a magnificent arch and other commemorative memorials.

## Big Toronto Concern

A new firm to be known as Differential Axles, Limited, capitalized at \$2,000,000, is announced in this week's Ontario Gazette. The head office of the firm is to be in Toronto, and it is likely that a large factory will be built here. The firm will manufacture general traffic and conveyance equipments of all kinds for steam and electric railways.

## ANOTHER CIVIL SERVICE COMMISSIONER.

OTTAWA, Feb. 2.—(Special.)—An interesting announcement will be made shortly with regard to the civil service commission, for it is the intention of the government to appoint a third commissioner. At present there are two, Professor Adam Shortt and Dr. La Roche, but it is found that there is too much work, and it is unevenly divided. It is thought the difficulty will be best solved by the appointment of a new commissioner.

## GARAGE

We have a premium location opposite Massey Hall, will erect a garage to suit good tenant.  
H. H. WILLIAMS & CO.  
39 King Street East.

## NE TEMERE TO BE OPPOSED ALL THRU CANADA

Campaign of Evangelical Alliance Will Be Opened by a Mass Meeting in Toronto About the First of March and a Deputation Will Interview Sir James Whitney.

Meetings to protest against the ne temere decree are to be held by the Evangelical Alliance throughout the country and a mass meeting will be held in Massey Hall about the first of March, preceded by a conference in the afternoon of the same day, at which delegates from all parts of the country will be present and speak on the subject.

This campaign was decided upon at a special meeting of the alliance held yesterday afternoon to consider the matter from all sides.

A delegation will wait on Sir James Whitney within a few days to seek his advice in the matter and ask for his co-operation.

The following letter from the secretary, Rev. E. D. Silcox, gives an outline of the campaign:

The Evangelical Alliance, of which I have the honor of being secretary, has for some months been quoted (and sometimes misquoted) in regard to the ne temere decree, I, therefore, wish to make a few statements of general interest in order that our position may be clearly understood.

Being a purely interdenominational organization, it was felt we were better fitted to take action regarding the marriage question than any of the churches. In England, the Evangelical Alliance is one of the strongest possible forces and deals with all such subjects in a way which has commended it to the Christian churches. Meetings have been held in Albert Hall and Queen's Hall, London, thousands attended, and the question discussed by some of the ablest speakers for the ne temere debate.

Continued on Page 2, Column 2.

## H. A. Macdonnell Is New Director Of Colonization.

H. A. Macdonnell of Collingwood is the new director of colonization for the Ontario Government.

He succeeds Donald Sutherland, who resigned to contest the constituency of South Oxford in the recent federal election, and was successful.

Mr. Macdonnell has for the past year been assistant to Mr. Colcock, the Ontario Government's agent in London, England.

For many years the new director resided in Collingwood, and was both a merchant and a farmer. His knowledge of the needs of the province as regards colonization has been accumulated by his sojourn in England, where he was intimately acquainted with the working agents and immigration requirements.

Being conversant with the whole situation, Mr. Macdonnell is expected to carry on a vigorous colonization policy for the province.

Connected with the appointment is a salary of \$2500 a year.

## BIG FUR CHANCES.

Don't overlook the Dineen Stock-Taking Sale of Furs if you require good furs at greatly reduced prices. Every garment of something over a three hundred thousand dollar stock has been made subject to a twenty to fifty per cent. cut. Splendid lines in Persian Lamb and Alaska Seal Jackets and in sets of all rare and beautiful furs. Store open until 10 o'clock Saturday night.

## "Alma" Scores a Triumph.

Reports from Cincinnati state that the sensational musical play "Alma, Where Do You Live?" is receiving an enormous patronage this week at the Grand opera house, and that Miss Michelson scored a triumph in the part of "Alma." The big company will be here next week at the Princess.

## LAND BUTCHERS!



JAFF: How much, John made ye out of the lan' ye sold next the Telegram on Bay Street?  
JOHN: Mor'n bit the two hospitals. How much ye make out of the Land Security Co. Senator?  
JAFF: That's a delicate matter, John, an' the lan' was in the suburbs!