

YORK COUNTY AND SUBURBS OF TORONTO

WESTON'S NEW PUBLIC LIBRARY TO BE A CREDIT TO THE BOARD

Contract Has Been Awarded and Construction Will Be Started at Once—Building Will Likely Be Ready for Use This Fall—Will Cost About Ten Thousand Dollars.

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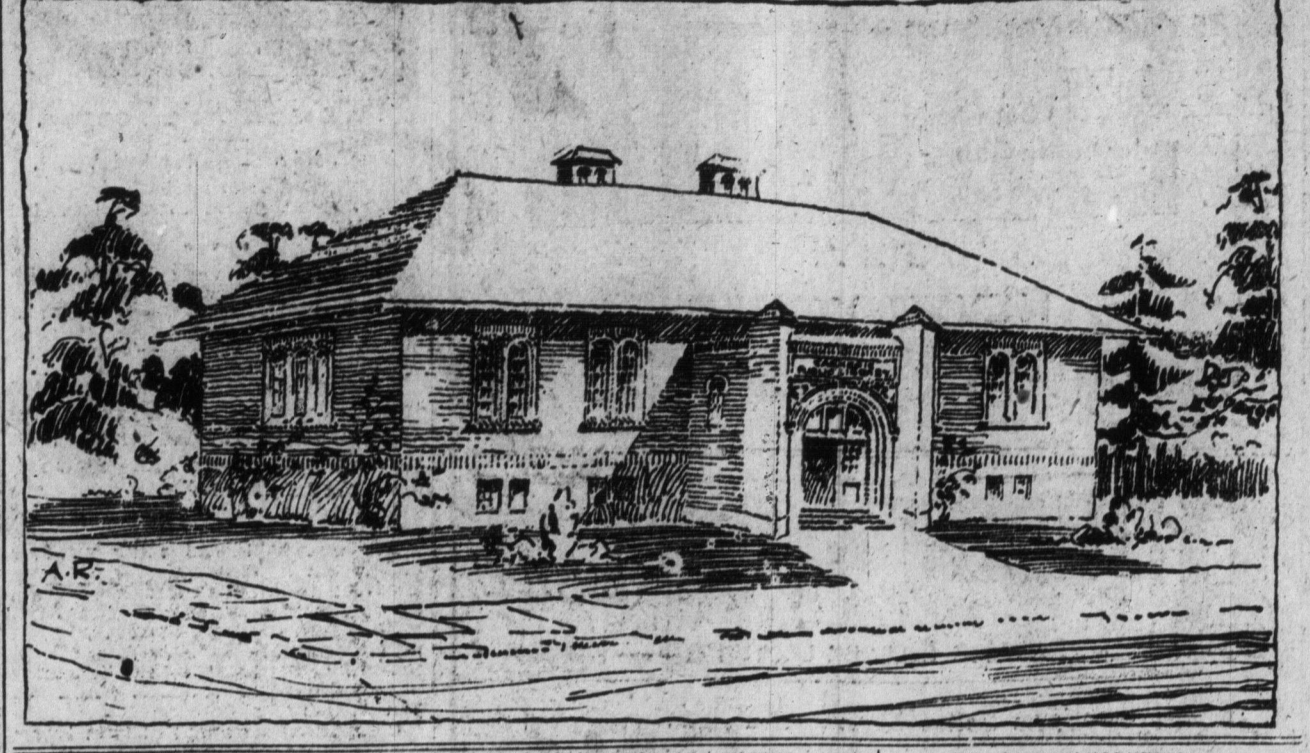
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The architectural treatment is original, displaying, as it does, some little Spanish feeling. A special feature will be the treatment of the spandril spaces over the round arches of the windows and of the entrance with Italian mosaic in green and gold. Steel sash and leaded glazing will be used in the windows. The interior woodwork will be chestnut. Altogether the library will be one which will do credit to the board.

The erection of the new library is simply a stage in development of a movement started with the inception of the old mechanics institute about 1855. The institute for a time flagged a little in its activity, but it was re-surrected and reorganized, still as a mechanics institute. In 1885, later by act of the legislature becoming a public library.

At present the 8640 books belonging to the board are housed in a couple of rooms in the town hall building, but the new structure will form a worthy storehouse, and one which doubtless the people of Weston will patronize in such a way as to warrant the increase in the number and scope of the books for which the new building will provide accommodation.

NEW PUBLIC LIBRARY TO BE BUILT AT WESTON



WESTON MINISTER CALLED TO OTTAWA

Will Be Principal of New Ladies' College—Other Local News.

BD. OF EDUCATION ROUNDLY SCORED

Ward Seven Ratepayers Discuss Price of School Property.

EARLSCOURT PARK LAND PURCHASED

Ald. Maguire Said Negotiations Were Practically Concluded.

INTERESTING LETTERS FROM THE SUBURBS

Speed of Radial Cars Denounced—C. Barton Corrects a Report.

Editor World: A few weeks ago a man was killed at Stop 29, York Mills. During the investigation it was found that the stables opposite the hotel, immediately in front of Stop 29, encroached several feet on the street line, but these buildings which make Stop 29 a veritable death trap have not been removed. Yesterday another unfortunate was killed at the same point. Now, sir, I ask the aid of your valuable paper in putting a stop to these accidents. I have lived in York Mills several years, and I know this stop to be a great menace to human life owing to the careless way the company run their cars thru the hollow at this point. The fact of these stables being within a few feet of the tracks adds very largely to the danger, as no one in them can see or hear southbound cars, which at times run thru at a high rate of speed. To allow conditions such as these to exist is nothing short of criminal, and in the interests of all those who live in and around York Mills I ask the authorities to take definite steps to remove them. The Toronto and York Radial Railway should be compelled to issue orders to stop all cars at Stop 29, and to reduce the speed coming down the steep grades near this point. S. J. F. H. Usher.

NORWAY CONSERVATIVES INTEND TO REORGANIZE

Canvass Made by Committee Points to Increased Membership.

The reorganization meeting of the Norway Conservative Association will be held in St. John's parish house on April 30, when the election of the new officers will take place.

Since the meeting last Thursday the special committee which was appointed to arrange the details for the forthcoming meeting have met, and all Conservatives in the district will be notified in a day or so. In conversation with The World last night A. Rolle, the convener of the district, said that there was no doubt that the reorganized association would be a success, as all the residents who have been canvassed up to the present time have displayed great enthusiasm.

BETTER SITE AVAILABLE

Claim That Twenty-Eight Thousand Per Acre Was the Price.

The kindergarten room at the Annet street school was well filled last night at the regular meeting of the Ward Seven Ratepayers' Association. It had been extensively advertised that the Controller McCarthy would be present to address the ratepayers on the transportation policy to be prepared to answer any questions which might be asked, and to present a solution to the great difficulty at present existing in the western part of the city. The controller, however, was preoccupied by a meeting of council from attending, and the large number of citizens present were unable to receive any adequate replies to their questions or to be given any promise of relief in the near future.

The report of the committee appointed at the last meeting to interview the mayor and board of control about an extension of the Toronto street railway along Bloor street to High Park avenue, was received, and the same committee, consisting of Messrs. H. M. Smith, Wallis Fisher and E. F. Henderson, will again wait upon the council on Tuesday next.

The members of the committee spoke favorably of the board's attitude towards the proposed lines along Bloor street, and it is believed that before the end of the month the construction of the line.

LOCATION IS A SECRET

Addressed District Voters on "Park Development" Last Night.

Addressing the Earls Court District Voters' Association last night on "Park Development," Ald. Maguire stated that while the negotiations for the purchase of park land in Earls Court district had taken longer than at first anticipated, the deal had practically been completed and the ground would be available for use at no late date.

He had no doubt that the legislature at its present session would grant authority for an increase of the present allowance of 1-2 mill on the assessment of the city for the purchase of park properties, as the measure had received the sanction of the private bills committee.

Referred to the credit the Conservatives take for Canadian development, he did not wish to belittle Sir John Macdonald, but to mention the principles of Canada was George Brown of Toronto.

"The Conservatives want to see the building of the C.P.R. but long before the completion of the line, the development of the great northwest, with progressive legislation, that Ontario would some day be in line with the Liberal policy, and as a citizen of the city, and in Quebec we hear that he is not a good Catholic, and that he sold the country to England with his navy, but let me tell you as one who has known him when he was plain Mr. Laurier, and no man has done more than he to teach his fellow Canadians who the British constitution was, British laws and British policy never had a greater exponent than Sir Wilfrid Laurier, and it was because he spoke the same language and the same policy that he has not given the country an example of the progressive policy of the Liberal party, but it is a fact that by introducing the British constitution into Canada obtained many privileges from the mother country."

At the colonial conference in 1897 he argued Canada's position and obtained the recognition of the Dominion of Canada. There was no more to be said for the Liberal administration than 1897 to 1911, and it was greater than that of any other.

Speaking on the navy question he said the Laurier policy had been vindicated by the action of Australia. "The admiralty has agreed that Canada should have a navy, but the Liberal policy was too forward for the Conservative party. They would not fly the Canadian flag, but let me tell you as one who has known him when he was plain Mr. Laurier, and no man has done more than he to teach his fellow Canadians who the British constitution was, British laws and British policy never had a greater exponent than Sir Wilfrid Laurier, and it was because he spoke the same language and the same policy that he has not given the country an example of the progressive policy of the Liberal party, but it is a fact that by introducing the British constitution into Canada obtained many privileges from the mother country."

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Main street, Weston, is under the jurisdiction of the good roads commission, and it is fully expected that the good roads to the north of the town, and that to the south, will be linked up thru Weston during the coming summer. Water has been laid for three years and sewers were put in last summer, so that little underground work remains to be done which would necessitate cutting up the road.

LIBERALS BANQUET R. LEMIEUX, M.P.

Ex-Postmaster-General the Guest of North Toronto Club.

INTERESTING ADDRESS

Said That N. W. Rowell Was the Lloyd George of Canada.

Hon. Rodolphe Lemieux, M.P., was the guest of the Rowell Liberal Club, North Toronto, at a banquet in the Masonic Hall, Eglinton, last night, and there was a large turnout of Liberals to meet him.

In proposing the toast of "Our Guest" E. S. McFarlane welcomed Mr. Lemieux as a "French-Canadian," and said that the party that he represented shared in the progress for which the empire stood. The French-Canadian, and Canada's greatest achievement was its ability to weld into its own structure every party within it. As head of the postoffice department Mr. Lemieux had been very successful, and the Lemieux Act was being copied throughout the world as a means of settling the differences between capital and labor.

Mr. Lemieux spoke in reply, "I am a Liberal and a Canadian, the language is Canadian, and we are all Canadians. Twenty years ago, our country was unknown abroad, but the colonization policy of 1897, Laurier had advertised this country as no man ever had, and when I was in South Africa I was asked to come from the land where Laurier was premier. He was pleased beyond expression to find that Mr. Rowell had taken his duty in Toronto. Rowell may be in the wilderness, but he could also be the promised land. He was the true disciple of George Brown, Macdonald, and Edward Blake. "We must never despair," said Mr. Lemieux, "for I have no doubt but that Liberalism is the coming force in Ontario."

In Cold Shades.

"For years and years we were in the cold shades of opposition in Quebec, but Laurier and his supporters preached the gospel of Liberalism to the people, and the Conservatives had to admit that there was something in that gospel of Liberalism after all."

"If Conservatives can claim anything it is that they are walking today in the footsteps of the great Liberal leaders."

"Can we despair of Liberalism?" he asked. "Who fought the fight of responsible government for me to do so? Who were the Reformers of Ontario? Who are you as a people you owe to the Liberal party of this province?"

Referring to the credit the Conservatives take for Canadian development, he did not wish to belittle Sir John Macdonald, but to mention the principles of Canada was George Brown of Toronto.

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FARMERS' DAY IN DOMINION HOUSE

Man With the Hoe Had Doughty Champions in Yesterday's Debate.

(Continued From Page 1)

The Liberals were apparently appealing for support to the farmers on the prairie. These farmers were represented as being in a most distressed condition, yet the census returns showed that they were better off than any other class in the Dominion. If this western country is such a plague-ridden place if men, women, and children are starving because they cannot have free wheat and free agricultural implements, why do they not come back to Ontario or return to the United States? If the "Canadian west" is a country where famine and poverty reign in hand, why do immigrants pour in from the United States where they have a low tariff and free agricultural implements?

Mr. Armstrong went on to say that the western farmers were dependent upon the British market, and should, therefore, be keenly interested in the maintenance of the tariff. It was a question of the government that an irresponsible body like the Dominion Senate should be able to defeat the will of the people. The Senate, he said, was the laughing stock of Canada; it was obsolete and unrepresentative, and its power to veto legislation was an affront to the intelligence of a free people.

Here Mr. Speaker Sproule interjected. It was contrary to the rules of the house, he reminded the North York member, to speak disrespectfully of the Senate.

Mr. Armstrong bowed to the speaker's ruling, but said that he regretted that the rules of debate prevented him from saying what he would like to say about the upper chamber. He declared that the duty of the government respecting the duty on agricultural implements, but warned the manufacturers that they must be more reasonable in the prices they charged for parts of machines needed for repairs.

In conclusion, Mr. Armstrong said that he was opposed to free wheat, believing that it meant free trade.

Reid For Free Wheat.

Mr. McColl (West Kent) complimented Postmaster-General Pelletier on his extension of free rural mail delivery. Taking up the subject of wheat, he quoted from Hansard to show that Dr. Reid, the minister of customs, had declared for free trade in wheat between Canada and the United States in 1910.

Mr. McColl declared that a reduction of duty to be a benefit to the farmer should be a benefit to the spreaders, harrows and corn implements. It was upon these implements that the farmer spent most of his money. Canada produced 18,171,000 bushels of wheat over a 4,000,000 wheat acre in 1913. The wheat was not sold in its own country, but was sent to the United States, the result was that the farmers of western Canada were up to the neck in debt, which would be a serious blow to the farmers of Ontario.

Mr. McColl's speech was followed by Mr. Edwards, minister of militia, who having raised 65,000 acres of crown lands in the west at two cents an acre, he proposed to raise the price to the Canadian market. This, said Mr. McColl, was dealing a hard blow to horse breeders.

Mr. Edwards denounced the proposed aid to the C. N. R. He declared that the opposition would oppose the giving of any more money to the treasury to Mackenzie and Mann. Personally, he would vote against aid of any kind being granted them.

Farmers Not Encouraged.

Dr. Edwards (Frontenac), while taking an optimistic view of financial conditions, regretted the balance of trade was so heavy against Canada. He did business with many countries, but the United Kingdom, Belgium and Newfoundland were the only countries that sought from us more than they gave to us. He argued for adequate protection to the farmers, calling attention to our large importations of wheat, and was therefore interested in these articles. The duty of two cents a bushel, he was inclined to believe that the Underwood tariff law had much to do with the large export of cattle from Canada to the United States in the last three months of 1913. The war in Mexico, he thought, had cut out of the cattle supply what was forced by the United States, and he proposed that the country to import from Canada. He declared himself against free wheat, and advanced the moral argument that if the United States might soon find a market for its wheat in Argentina, India, and other countries, the United States might soon find a market for its wheat in Argentina, India, and other countries.

Charge Against McColl.

At the evening sitting Dr. Edwards discussed the subject of agricultural implements. He said that Mr. McColl (West Kent) was the agent of the McCormack Harvesting Company of Chicago, and was therefore interested in having American implements brought into Canada free of duty. He reviewed the history of the Laurier administration to prove that the Liberals were sincere in advocating free agricultural implements. While in power they had only made the small reduction of 2 1/2 per cent, and had failed to accept the proposal of the United States for reciprocal free trade in agricultural implements contained in the Payne-Kilduff act of 1906.

In conclusion, the member for Frontenac expressed the hope that Canada would soon do her share in imperial naval defence.

"It will do harm to any member of the Senate," he protested, "but I would like to see the Conservatives in control of that body at an early date."

Dr. Edwards was followed by Edward Devlin, the Liberal member for Wright, Quebec, who insisted that the Conservative party had abandoned the national policy of Sir John Macdonald and substituted therefore a policy of high protection. Sir John, he said, in 1878 had advocated not raising the tariff but adjusting it with a view to bringing about reciprocity between Canada and the United States.

Salvage, Not Hand-out.

"Anything that is done for the C. N. R.," declared Mr. Burnham, "will be done by way of salvage."

NEWMARKET.

A good supply of pure water is now assured for Newmarket, as the third well sunk on the Office Specialty Co. property has resulted in a flow of spring water sufficient to relieve the count of all anxiety for the future.

A Cool Spot for the Summer.

No need to worry about the heat this year, if you live in the Lakewood Mansions. Call Park 5450 for full particulars.

WATER REDUCTIONS.

Some discussion was caused at the meeting by a motion of Mr. Hinds, which suggested that this association recommend the Toronto hydro commission, the secretary, in a flourishing condition. It is selling more power day by day, and is doing quite a lot of extension work. At the last meeting of the commission a recommendation from the Ontario Hydro Commission was received regarding the Scarlet road electric line. The recommendation was accepted, the Weston commission expressing the wish that the line should be built on the same conditions and terms as hold for the York Township line.

A notice was received from the Etobicoke Council that Mr. Trench had been appointed hydro commissioner for Etobicoke.

Must Pay Double.

In response to Mr. Thebes's application for water, the commission agreed, with the proviso that he should pay double the schedule rates for water in Weston, and that he take the supply from the corporation line.

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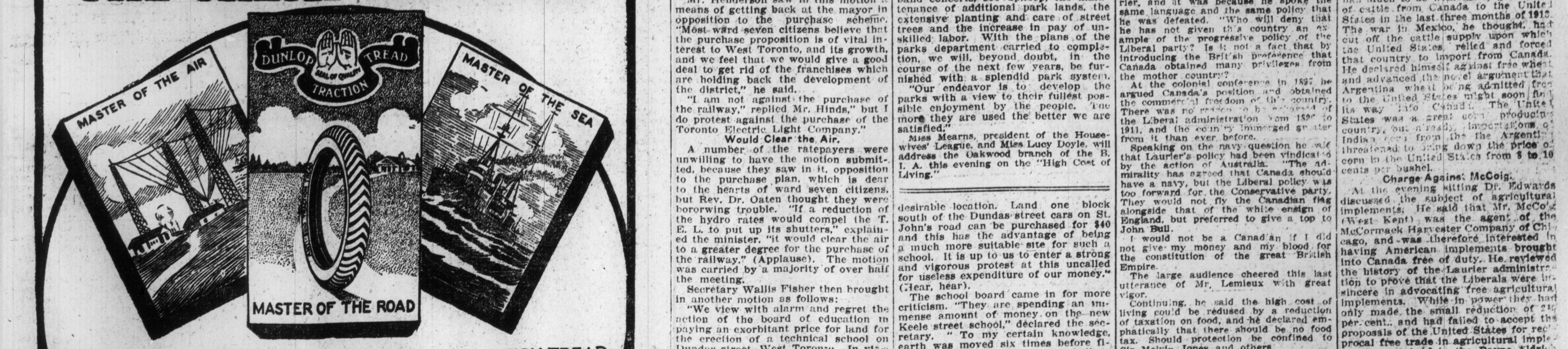
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THE GREAT MASTERS



The motor car could have gotten along without DUNLOP TRACTION TREAD—but not so well.

If DUNLOP TRACTION TREADS had not come into being, motorists would still be looking for protection from skidding; a tire that would never rim-cut; and that would adapt itself to every car, every load, because it had sixty-six cubic inches greater air capacity.

In the generality of causes, DUNLOP TRACTION TREAD has sold more cars than any other single source. Tires make or mar the pleasure of driving. A standardized safety-ensuring tire like DUNLOP TRACTION TREAD means auto prospects can be made to forget their anticipated fears about skidding, punctures, rim-cutting, and go ahead and buy the car.

SON'S Dew THE IMPROVED