

MAJORITY VOTED FOR SQUARE DEAL.

(Continued from Page 7.)

thought where they got their goods cheapest. He could see no competition in the scheme, and pointed out that the last vote on the power question was by no means a representative vote of the majority of the people. It was the first time the power contract had been presented in concrete shape, and he favored the amendments.

ALD. WRIGHT.

Endorsing Ald. Cooper's sentiments, Ald. Wright said it was undoubtedly good business to hitch up with the Hydro, and a corporation on the other. He charged the company with breaking faith with the city, private house users and manufacturers. Some of the latter, he said, paid as high as \$100 a horse power. The Hydro power, he insisted, would be delivered here at cost. He favored taking as much as the city could handle and as quickly as possible.

ALD. LEES.

Previous to last June, said Ald. Lees, the situation was entirely different. Up until then he had not recognized any of the votes as a mandate from the people. The council had tried to make a five-year contract with the company, but if Justice Anglin and the legal expert engaged by the city were correct, Hamilton was not bound for more than a year. Financially, the Cataract contract was an excellent thing for the city, and he was surprised to see it defeated. The people, however, seemed willing to pay more, and get power for competition. Ald. Peregrine's amendment seemed to carry out the wishes of the people, but the mover's arguments were against his amendment. He felt they should close at once with the commission, trusting to the Government to deal fairly. He admitted that in his opinion the city was entitled to all the power for the city. The amendment asked for. He could, see, however, where the commission, if it made concessions to Hamilton, would have the other municipalities after it. They must obey the people's mandate.

THE MAYOR'S VIEWS.

Mayor McLaren, after referring to his two years' experience in street railway and power matters, said that constant turmoil was no good for the city. The company, he admitted, in many matters had assumed an arbitrary position with the city. He told how he had battled to get the power price down. Often it had puzzled him how the light users were charged high, because often they had showed him low prices for manufacturing. He found that the council when they looked in Barrie and other municipalities induced the company to grant manufacturers very low prices as an inducement to locate. The lighting contract was first given to them as a bonus to get the company started. He related how the company gradually came down to the city's demands.

"They conceded," he said, "practically everything that any reasonable man could ask, so much so that no alderman dare get up in this Council and say it was not a good contract. The people voted, and I will not say they did not know what they voted on, although I believe some of them were a little ignorant. I want to know how much business we would get? We have to handle that question, and the people should grasp it. Another question. There will be times, possibly, when we will be using the high tide, 1,800 horse-power, and times when we use only 1,000 and this will be the greater of the two. If we order 1,800 horse-power we must pay for 75 per cent of it, whether we use it or not. I don't object if we get our fair share. The scheme has changed much from when it started. The line then was to run through Hamilton. We have to pay now for five miles of private line from Dundas, the latter costing about \$25,000.

"I don't know whether the people are willing to pay more money for the power of getting even. As far as I can get information we are not liable for last year's contract. We have a responsibility, and are here not as rubber stamps to obey the mandate of the people, as some would have us believe. If anyone can show me a better way of making a success of the scheme than using every ounce of power we get I would like to hear about it.

Can anyone tell me why we should not get the power at cost? Will anyone tell me that a man who puts a thousand dollars in a business of twenty thousand dollars that he must continue to pay a tenth of the cost although the capital is increased? We must look at what we are fighting. There is not another municipality as favored as Hamilton. I would like to know by what right anyone expects us to pay for the privilege of someone else traveling over the line.

"I never got up in this Council to consider my own interests in any shape or form. I am figuring from the standpoint of the man who has to pay the bill."

His Worship, discussing last year's expense, remarked that it was owing, a good deal to the fact that the aldermen were busy fighting over other matters, and that where the money went was not watched so closely. "As is often the case with politicians who want to cover up their business," he said, "they raise some popular cry. Why did we not get the contract back from the commission for ten days? What evil influence got in there in the meantime, and wanted it worked for two municipal elections in Hamilton?"

There was applause at this stage, but the Mayor called for order, and proceeded. "They were to use it for municipal elections this year and next year. If there is any man here who will stand up and not do what is right after that, I have no use for him."

THE DIVISION.

The Cregar-Peregrine amendment, asking that the contract be held in abeyance, was first voted on. Only four aldermen voted for it. They were the mover and seconder, Aldermen Guy and Applegh.

First Public Offering of Taxicab Stock

WE have secured and are now offering \$100,000 of the Capital Stock of Berna Motors & Taxicabs, Limited, At \$6.00 Per Share

Capital Authorized \$500,000 - - Issued \$388,150 This is the first opportunity the public have had of participating in Toronto's Taxicabs, which have been operating since April, 1909, with such good results that their success is now assured.

Popularity of Taxicabs

The introduction of the Taxicab with its promptness of action, neatness of appearance, and moderation in charge, considering speed, time saved, distance covered, and number of passengers carried, has been accepted so readily by the Toronto public that a steady increase of equipment has been necessary, and more cabs are yet needed to supply the demand.

Comfort and Privacy

The discomforts caused by the incursions of the street cars, and the delays and annoyances of waiting and changing cars, as contrasted with the comforts of a private conveyance with no waiting and no crowding as provided by the Taxicabs give another reason for its popularity.

In Other Cities

This also explains the large number of Taxicabs now in use in London, Eng., New York, Paris, and all the cities of civilization, until now there is not a city of any importance that has not installed or is not about to install a Taxicab service, and gives a tangible reason why Toronto, which is growing rapidly, will have an increased demand for the Taxicab which will compare with that of other live cities.

Exclusive Contracts

Exclusive Taxicab service contracts with this Company covering term of years have been closed with twelve of Toronto's leading hotels, and other plans are maturing which will materially increase the public demand.

Assured Investment

With the already assured earnings and great possibilities of the Taxicab Company, this offering of the Company's Stock at \$6.00 per share presents an unequalled opportunity for a large paying investment. The business of the Company is conducted entirely on a cash basis.

Public's Opportunity

In making this offering to the public we are giving them and our patrons an opportunity to co-operate in this enterprise, and participate in the big earning power of the Taxicab as a great public utility.

Motor Truck Rights

Berna Motors and Taxicabs, Ltd., also own and control the selling rights of the famous Berna Commercial Motor in Canada, United States and Mexico, and with the constant increase in the use of commercial motor vehicles, these rights are a great commercial asset.

A Great Asset

The unexcelled workmanship and proven qualities of Berna Motors, made in Switzerland, have made them the leading commercial vehicles of the day, and their control by this Company for the entire North American Continent is a matter of utmost importance to those who desire a distinctly commercial and tangible basis for every investment.

Lorries for All Uses

The Company is now in a position to sell Lorries having a capacity of 1, 2 1/2, 3 1/2, and 5 tons, and is ready to demonstrate their superiority by actual service of a Berna five-ton Lorry.

Motors vs. Horses

Motor Trucks are fast, dependable, and will save by handling all merchandise, doing the work quicker, better and cheaper to the extreme; satisfaction of both buyer and seller.

Dividends

The actual earnings to date and the very promising outlook of the Company warrant the payment of a dividend of 2 1/2% quarterly, or 10% per annum, by the Directors, commencing January 1st, 1910.

The following Directors are the Executive Committee of the Company: Hon. Richard Harcourt, Toronto, Ont., President. Andrew Elder, Esq., Toronto, Ont., Treasurer. W. P. Kearney, Esq., Montreal, Que. A. G. Randall, Esq., Toronto, Ont. Auditor - - - - - J. P. Langley, F.C.A.

Registrars and Transfer Agents - - - - - Trusts and Guarantee Co., Limited

Application will be made for the listing of the shares of this Company on the Stock Exchange of Montreal and Toronto. Payment for Shares in full on application.

E. A. ENGLISH Adelaide and Victoria Streets, Toronto. E. B. ARTHUR, Hamilton Rep. Phone 364. Room 503, Bank of Hamilton Bldg

Beau Chilton Surprise at Pimlico.

season, enormous salaries having been paid to the men who brought the world's championship back to the capital. The team committee was congratulated on its good work, and there was no kick over the deficit, the club considering the Stanley cup a priceless asset. Salaries last year ranged from \$500 to \$1,200. Kerr, who proved the find of the season, was engaged at the lowest price, while Bruce Stuart, who is holding out for more, got the biggest stipend, namely, \$1,200. It was decided to play as many challenging teams as the trustees see fit to send along—"the more the merrier" being the slogan of the Ottawa club, now that they have the cup and are in a position to make a fortune out of it.

Will Have to Bid High.

New York, Nov. 2.—Jeffries has decided to remain in this city until the first of December when bids for the fight with Johnson will be opened and the battleground decided upon. Johnson says he will remain east, at least in Chicago, until this important question has been settled. Three other rival promoters, James Coffroth and Jack Gleason, who can deliver the goods, will have the inside track when it comes to bidding. Individuals outside of California, but from all accounts they will indulge in a bitter struggle to land the match. Gleason arrived here to-night. He said Coffroth would have to play very high to beat him. Gleason, who is a close friend of Sam Berger, Jeffries' manager, has secured a license to conduct glove fights in Alameda County, thirteen minutes ride from San Francisco. He has secured an option on property just beyond the city limits and says, if he gets the match, he will build the biggest arena in the world, to be operated by the Great View Athletic Club, duly incorporated. The club will be located at Ocean View, across the bay from Frisco, and, according to Gleason, there will be no interference with a bout of 45 rounds or more.

Night Owl Club Elected Officers.

The second annual meeting of the Night Owl Club was held in their club rooms last evening, when the following officers were elected for the coming year: Hon. President, Fred C. Robins; President, Percy Buckingham; Vice-President, Wm. Kirkpatrick; Secretary, Treasurer, Reg. L. Robins; House Committee, Frank Shields, Geo. Gordon, H. Buckingham; Sports Committee, Frank Kelly, John Dalgleish.

The Stanley Cup Holders Lost \$1,000.

Ottawa Hockey Club Lost Money Owning to Enormous Salaries. Ottawa, Nov. 2.—The Ottawa Hockey Club at its annual meeting, held here yesterday afternoon, unanimously re-elected its old officers and made first preparations for the defence of the Stanley Cup.

FAILURES LAST WEEK.

Oct. 30.—Commercial failures this week in the United States, as reported by R. G. Dun & Co., are 211, against 238 last week, 242 the preceding week and 257 the corresponding week last year. Failures in Canada number 20 against 33 last week, 30 the preceding week and 34 last year. Of failures this week in the United States 80 were in the East, 70 South, 53 West and 8 in the Pacific States, and 79 report liabilities of \$5,000 or more, against 68 last week. Liabilities of commercial failures reported thus far for October are \$10,291,100, against \$12,112,502 for the same period last year.

Toronto Markets

Receipts of live stock at the Union Stock Yards were 65 car loads, consisting of 1228 cattle, 8 hogs, 1037 sheep and lambs and 31 calves. The quality of fat cattle generally was medium with a few loads of good.

COBALT STOCKS.

The mining market in Toronto was comparatively active yesterday, with a further accession in La Rose stock and good demand for the other leading issues. There was considerable activity in Rochester, which touched 15.

INSURERS interested in having their fire losses satisfactorily adjusted and promptly paid would do well to bear in mind The Sovereign Fire ELFORD G. PAYNE, Agent Bank of Hamilton Building Assets, October 1st, 1909, \$761,529.90.

MARKETS AND FINANCE Tuesday, Nov. 2.—Judging from the falling off in the supply of eggs on the Central Market and the consequent advance in price, one would almost be led to the conclusion that the hens of this district have formed an Association of Independent Layers and have gone on strike. "Our eggs are from 28 to 30 cents a dozen," said the proprietor of one of the stalls this morning, "but some of the farmers outside are asking on an average of 35 cents a dozen and in some instances wanted 40 cents. The reason given was that the hens were not laying, while some of the farmers blamed it on the coming cold weather. Quite a few changes occurred in the hide market which, the dealers say, were caused by a slight increase in the demand. Furriers' basket, for the change, Live wool was at \$6.00. Very few other changes of importance took place.

Table with columns for various market items like Poultry, Fruits, Vegetables, etc. and their respective prices.

Table with columns for various market items like Wheat, Barley, Oats, etc. and their respective prices.

Table with columns for various market items like Beef, Mutton, Lamb, etc. and their respective prices.

Table with columns for various market items like Sugar, Apples, Potatoes, etc. and their respective prices.

Table with columns for various market items like Milk, Butter, Eggs, etc. and their respective prices.

Table with columns for various market items like Flour, Beans, etc. and their respective prices.

By Special Arrangement THE TIMES is able to give the closing quotations on New York and other Stocks each day in the SECOND EDITION published at 3.45.

New York Stocks

NEW YORK, Nov. 2.—The New York Stock Exchange is closed to-day, the being the election day for the city. The London market was quite steady but quiet. Quotations at the close were on a parity with the close of this market yesterday. The Chicago Board of Trade was open, but the market was dull and listless. Prices unchanged at this writing. The Toronto Standard Mining Exchange for Cobalts was very active, with lower quotations for the most of the day. A party with the close of this market yesterday. The Chicago Board of Trade was open, but the market was dull and listless. Prices unchanged at this writing. The Toronto Standard Mining Exchange for Cobalts was very active, with lower quotations for the most of the day. A party with the close of this market yesterday.

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THE CHEESE MARKETS. Elgin, Ill.—Butter, 31c; firm; sales for the week, 657,400 lbs. Victoria, Que.—One car of cheese sold at 10 1/2c.