



# SOMETHING ENTIRELY NEW. INDIVIDUAL BICYCLES FOR INDIVIDUAL RIDERS.

PROGRESSIVE

NEW IDEALS

**Ladies, Husbands, Parents  
and Physicians**

The dainty and entirely new Cleveland, weight 22 lbs., constructed especially and exclusively for ladies. Other ladies' bicycles usually weigh from 27 to 30 lbs., being made from heavy component parts similar to men's.

**Comment**

**Light and Medium  
Weight Riders**

A roadster not weighing more than 21 lbs., equipped with road tires, entirely new design.

**Heavy Men**

A bicycle somewhat heavier, must be of best construction—Cleveland especially to suit this demand.

**Tall Men**

In horses and bicycles something suitable to their size—Cleveland 30 inch wheels will suit.

**Racing Men**

In the 19 lb. Cleveland racer—an ideal—not made light by thin tubing. Entirely new design.

Boys and Girls Will be Well Suited With Our Low Frames.

ALL RIDERS

Deserve the best values and latest improvements. Don't fail to inspect the new removable ball and roller bearing, which speeds continuously at 35,000 revolutions per minute without wear. Ordinary bearings soon destroy at 13,000. New direct ball head-spokes, the new flangeless hub, self-oiling bearings, sand blasted frame, which does away with dangerous acid pickling; new upright butterfly handle bars for upright riders, avoiding long unsightly handle posts, which are sometimes dangerous; new laminated wood seat saddles, cushioned with interlaced hair, plated eyes for ventilation; new frame head construction, new rear end yoke, new reinforcement, improved expander bolt, new style in forks and fork stem, new crank yoke, constituting the most efficient and costly improvements ever embodied in one bicycle.

PRICES FROM \$40 UP.

H.A. LEE &amp; CO.

CATALOGUES NOW READY.

Factory,  
Toronto Junction

AGENTS EVERYWHERE.

Showrooms,  
117 Yonge St.

## CASWELL CRAWLS TO SHAW

City Solicitor Tries to Explain Why  
That Chain Ferry Bill Was  
Killed.

WANTS TO LET THE MAYOR OUT.

Explains Also Short on  
Cattle Market Enlargement  
Scheme—Two Grants.

The World, the only unattached paper at City Hall, has subjected the Mayor (and the Legal Department) to a rigid criticism over his actions before the Legislature. It has had him on the carpet for some days. Now he professes a keen desire to ventilate his uncanon attitude on the chain ferry matter. To get at "the truth," he "just placed it in the hands of the Solicitor."

The truth came in large quantities from Messrs. Caswell and Fullerton. The World, it will be remembered, charged the Mayor with a deliberate attempt to beat the chain ferry scheme by generalizing the application. This, in brief, is the explanation, as written by Mr. Caswell, City Solicitor.

On Feb. 10 last both he and Ald. Burns had heard a rumor to the effect that the Toronto Ferry Company was waiting until the close of the session of the Legislature to get out an injunction, preventing the city from operating a chain ferry. After consultation, Ald. Burns, acting Mayor at the time, told the Solicitor to make assurance sure by framing a bill to permit of the ferry. Mr. Fullerton concurred. About that time the C. F. Co. had demanded \$1500 annual rental for Queen's Wharf, and as Ald. Burns had suggested that some other point upon the mainland should be selected if the Queen's Wharf was not available, the notice, as revised by Mr. Fullerton, asked for additional powers to extend the ferry to the Queen's Wharf or some other point on the mainland, and also to the breakwater or some other point on the island, the intention being, as I understood it, some other point in immediate proximity to the breakwater. This notice was sent to the Gazette late on Friday afternoon.

**Moved Without Permission.**

Mr. Caswell further explains: "I did not think it necessary to bring this matter before the Committee on Legislation and Reception, because the establishment of a ferry at the Queen's Wharf had been so often before the Council and had been specifically authorized, and I considered this was only a step towards getting carried out what had been previously ordered by the Council."

The fact of making the application, I think, was communicated to you on or about Feb. 25 last, when a discussion took place as to the ferry, the Canadian Pacific Railway Company's big charge for the use of the wharf and the advisability of running a ferry other than a chain one to some other points on the mainland and island. You will remember this discussion, when Mr. Drayton of this department, Mr. Hocken of The News, the City Engineer and the City Surveyor were present, but at that time the bill had not been introduced to the House nor the day fixed for its discussion before committee.

**Everything Was Hastily.**

"Having so many duties to perform, and all in a hurry, in connection with legislation, I may have forgotten to give you a copy of the bill when I subsequently received it, or to instruct you that it was coming up on the 9th inst."

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- Bill to amend the Municipal Act by repealing No. 411, the section which allows municipalities to exempt manufacturing industries from taxation.
- Bill to compel street railway companies to maintain to the satisfaction of the City the sections of the street railway agreement which was left discretionary upon the Solicitor